

PM Conformity Hot Spot Analysis

Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

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| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
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RTIP ID# <i>(required)</i> RIV031209				
Project Description <i>(clearly describe project)</i> <p>The Portola Avenue and I-10 Interchange Project is located in the northern portion of the City of Palm Desert, Riverside County, California. The construction of the proposed interchange on Interstate 10 (I-10) at Portola Avenue will serve the Cities of Palm Desert, La Quinta, Indian Wells, Rancho Mirage, and unincorporated portions of Riverside County north of I-10. The Portola Avenue Interchange would be located within the jurisdiction of the City of Palm Desert, west of the existing Cook Street Interchange and east of the existing Monterey Avenue Interchange. The project would entail the realignment of the adjacent Varner Road within the project vicinity and the construction of an overpass extending Portola Avenue over I-10. The proposed interchange would be located approximately 1.6 kilometers north of the existing Cook Street Interchange and approximately 2.1 kilometers south of the existing Monterey Avenue Interchange. The project would construct new 6 lane (3 each direction) Portola Avenue Interchange and ramps from Dinah Shore Drive to Varner Road, including bridge over Union Pacific Rail Road (UPRR) and realign/widen Varner Road from 2 to 4 lanes.</p> <p>I-10 is an east-west freeway that provides regional access for the Cities of Palm Desert, Indio, La Quinta, Indian Wells, Rancho Mirage, and adjacent unincorporated portions of Riverside County. I-10 is currently a six- to eight-lane freeway and connects the region with the Los Angeles region to the west and with Arizona to the east. State Highway 111 junctures with the I-10 just west of Palm Springs and provides access to Brawley in Imperial Valley. Additionally, State Highway 174 is another important regional route that extends south and west from Highway 111 to the mountain communities in Santa Rosa, San Jacinto Mountains, and western Riverside County.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i> New Interchange				
County	Narrative Location/Route & Postmiles Post Mile 44.5/45.9			
Riverside	Caltrans Projects – EA# 0F120			
Lead Agency: Caltrans				
Contact Person	Phone#	Fax#	Email	
Emad Makar	(909) 383-4561		Emad.Makar@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start				
End				
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> <p>The purpose of the Portola Avenue Interchange project is to provide additional access to I-10 for the area between Cook Street and Monterey Avenue and to support the populations of the fast-growing areas of Palm Desert and Coachella Valley. Palm Desert and the Coachella Valley have continued to be one of the fastest growing regions in California. Portola Avenue is one of the main arteries of north-south traffic flow between Cook Street and Monterey Avenue. The Cities of Palm Desert and Indian Wells are dependent on Portola Avenue as an important traffic circulation element. The adjacent interchanges at Cook Street and Monterey Avenue currently have high Average Daily Traffic (ADT) volumes that are projected to increase due to the growth in the area. As stated in the Project Study Report (April 2005), ADT on the Monterey Avenue Interchange is expected to increase from 28,200 to 65,800 in 26 years (2004 to 2030), and ADT on Cook Street Interchange is expected to increase from 20,300 to 45,200 in 26 years (2004 to 2030). Without improvement to the area, these two interchanges will experience more congestion and delays. The Monterey Avenue Interchange will be impacted more significantly by these delays since it is the primary access point for the Cities of Palm Desert and Rancho Mirage. Construction of the Portola Avenue Interchange is intended to reduce the impacts associated with the anticipated increase in congestion along Cook Street and Monterey Avenue, as well as on the Cook Street and Monterey Avenue Interchanges on I-10.</p>				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The land uses surrounding the Portola Avenue/I-10 Project consist of Community Commercial, Industrial Business Park, Medium and High Density residential, and Open Space.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Portola Avenue @ Interchange

2015 Build Condition

AADT: 13,940*

Trucks: 7.7%

Truck AADT: 1,073

(Note: "No build" conditions will produce '0" trips north of Dinah Shore Drive.)

* AADT volumes not provided in Traffic Study. Volumes were estimated using PM Peak Hour volumes

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Portola Avenue @ Interchange

2030 Build Condition

AADT: 25,160*

Trucks: 7.7%

Truck AADT: 1,940

(Note: "No build" conditions will produce '0" trips north of Dinah Shore Drive.)

* AADT volumes not provided in Traffic Study. Volumes were estimated using PM Peak Hour volumes

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Portola @ EB On-Ramp / 2015 Build Condition / 3,570 (AADT) / 7.7% (truck percentage) / 275 (truck AADT)

Portola @ EB Off Ramp / 2015 Build Condition / 3,000 (AADT) / 7.7% (truck percentage) / 230 (truck AADT)

Portola @ WB Off Ramp / 2015 Build Condition / 6,880 (AADT) / 7.7% (truck percentage) / 530 (truck AADT)

Portola @ WB On Ramps / 2015 Build Condition / 2,990 (AADT) / 7.7% (truck percentage) / 230 (truck AADT)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Portola @ EB On-Ramp / 2030 Build Condition / 6,460 (AADT) / 7.7% (truck percentage) / 497 (truck AADT)

Portola @ EB Off Ramp / 2030 Build Condition / 5,410 (AADT) / 7.7% (truck percentage) / 420 (truck AADT)

Portola @ WB Off Ramp / 2030 Build Condition / 12,430 (AADT) / 7.7% (truck percentage) / 957 (truck AADT)

Portola @ WB On Ramps / 2030 Build Condition / 5,400 (AADT) / 7.7% (truck percentage) / 415 (truck AADT)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The traffic conditions at the Monterey Avenue and Cook Street Interchanges is anticipated to be congested in the future and it is anticipated that the level of service (LOS) in the future year will be unacceptable. The proposed interchange will reduce congestion at the Monterey Avenue and Cook Street Interchanges.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Particulate Matter (PM₁₀ and PM_{2.5}) Analysis

The traffic study completed for the project shows that the estimated Average Daily Traffic (ADT) along Portola Avenue in the year 2035 will be 28,700. The EPA “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas” states that a project of air quality concern is a project on a new highway or expressway with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic. The proposed interchange project will provide additional access to I-10 and decrease the volume to capacity ratios along Monterey Avenue and Cook Street, which will improve the traffic flow and vehicle speeds, and will not involve an increase in idling.

Based on the information provided above, future new or worsened PM₁₀ violations of any standards are not anticipated, and therefore, the project meets the conformity hot-spot requirements in 40 CFR 93.116 and 93.123 for PM₁₀.